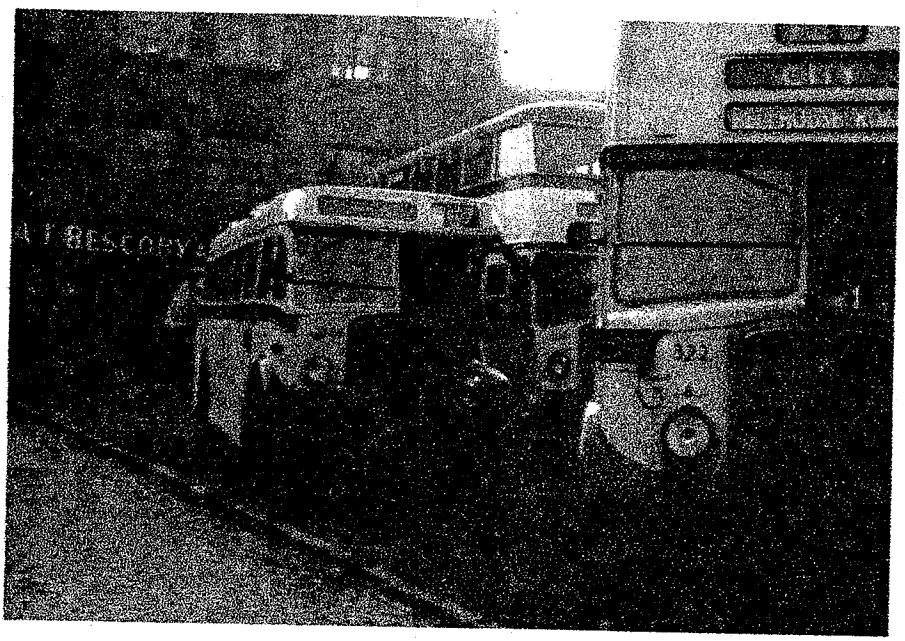
M&T NEWS



THE GOOD OLD DAYS IN LOVE ST.

PSI/STRACHANS 56 (MWA 756) STANDS ALONGSIDE REGENT III/ ROBERTS 322 (KWB 922) AND AIL-LEYLAND 304

The Monthly Magazine of . . .
SHEFFIELD OMNIBUS ENTHUSIASTS SOCIETY

STD ' Wartime Buses

M & T NEWS

October 1969 No.59

Secretary : D.E.Vickers,144,Steade Road,Sheffield,S7 1DU
Editor : R.Banks,17,Ulley Crescent,Sheffield,S13 8BA
Treasurer : M.Q.Craig,35,Norton Park View,Sheffield,S8 8GS

SOCIETY NEWS

This newssheet is published just on the verge of the Hull tour, and we are keeping our fingers crossed for the weather. If this is a success there will be a number of such tours throughout the winter months.

I must apologise to some local members who were told they would be visited during the month, but whom I have not yet seen. This is because LRB 750 has had to go into Booth and Fisher's garage for a service, and it is far more difficult to get around by service bus. I would like to thank all those members who I have seen for a very warm reception, and for help Society funds in the purchase of timetables, tickets etc.

We are still keeping our eye on Cardiff - still no date announced as yet, but plans for a visit will be put into operation as soon as the date is certain.

To keep in with the Festive season we are hoping to organise both an informal film evening and get together, and probably a Christmas Party during December. Full details will be announced next month.

We still have a few of the very old timetables and tickets left, plus some of the staff faretables. Also we would be pleased to send you a selection of our photographs on approval to 'see before you buy'. Please continue to help us as rent costs, preservation costs etc. are always with us. In particular we are attempting to raise the money to have the replacement engine fitted into 231 - which will be a pretty expensive job, and are thus relying on your support. Details of a new idea for sales are enclosed, which will also help you get to know more of our members, I do hope you will semd for your 'presentation pack'.

SHEFFIELD TRANSPORT DEPARTMENT

The main news this month is that a batch of 20 Daimler Fleetlines with ALEXANDER low height bodies is on order for 1971 delivery. It is not known whether these are single or dual entrance.

The White Rose Expressway began operation on Sat 18th.Oct. STD uses Leopards 3001-4 on this. On the whole buses are keeping well within the schedule, and loading is now picking up after a slow start. Incidentally, a Yorkshire Woollen bus has not yet been seen on this service - Hebble have been operating Yorkshire Woollen's workings through the latter's lack of staff and vehicles. Normally, Hebble should only work into Sheffield on Sundays.

I believe that up to 572 have now arrived of the 541-80 batch of Greenland Atlanteans. They appear on most Greenland routes, mainly on the 41, but also on 23/32, 52, 71, and one was on rte.99 on 14/10/69.

541 passed through the centre of Leeds on 7/10/69, running on Sheffield trade plates, presumably from Roe's. 543/4 were both on rte.41 on their first day in service.

The Atlantean demonstrators first journey was on rte.24 and it left the garage about 10 minutes after arriving. However it was in service for only two days, and has not been seen since.

Unlike the Bristol, Seddon and Atlantean demonstrators, the single-deck Fleetline/Alexander was an outstanding success. This has probably greatly influenced the latest orders.

Fanfare 3071 is at the rear of East Bank, though not withdrawn.

A great surprise is that 1958 PD2/Roe 822 has had a complete repaint, with old-style fleetnames on both sides. It looked very attractive when on svc.69 during October.

1141 was on rte.8 on 10/9/69, 520 on 60 3/10/69 and 265 on 81 6/10/69. All of the 264-273 batch are now at Herries.

3150 and 3151 have had their upper deck luggage racks removed, though 3151 still sports the sign 'Please lower your head when leaving your seat'.

The new Atlanteans do not carry number blinds in the rear boxes - in fact 556/560 have had these painted out.

Partial repaint - 1008 noted 20/10/69

D.Tummon R.Banks P.Ireland J.H.Turner

EAST MIDLAND

On order are 5 Alexander bodied Atlanteans and 9 Marshall bodied RELL's. Bristol RELLs 0511/0513 are now working rte.46 regularly.Both were noted in CBS together 4/10/69 J.H.Turner R.Banks

ROTHERHAM

Just one of the last two Bristols is now running - this is due for withdrawl on 13th November.During October one was regularly in use on the 1600 Rotherham - Templeborough workers special.226 is now withdrawn

New are:

199-208 NET 199-208H Daimler CRG6LX 63456-65 Roe H44/30D

the above new vehicles are being placed in service as received apparently.202/3/8 being in use during October.

P.M.Angell M.Walker D.E.Jane

SHEFFIELD UNITED TOURS

6 Reliances have been ordered for 1970

YORKSHIRE TRACTION

Orders for 1970 are:

18 - PSU3/Willowbrook 6 - Daimler SRG6/Willowbrook
3 - PSU3/Alexander express 2 - PSU3/Plaxton coaches

MEXBOROUGH AND SWINTON/YORKSHIRE TRACTION

Now repainted in Yorkshire Traction livery are: 19,58, 25 and 10. Old no.22 noted as no.696 on rte.90 14/10/69, still in green livery.

D.E.Jane J.H.Turner

CHESTERFIELD

Daimler front-entrance vehicles nos.253/263/4/5/6 have all been noted on rte.512. This route always used to be worked by Fleetlines and Atlanteans.

YRB 191/2 withdrawn 10/69

M.Walker J.H.Turner

WEST RIDING

Acquired are:

418/420 SNN 73/5 Bristol LD6G 108116(420) ECW H33/25R new 1956 ex.Mansfield District 505/7

Probably 506 has been acquired as well (confirmation please).

Wulfrunians BHL 365/6/77C and WHL 963 have been withdrawn,the three first mentioned having gone to Dennis Higgs,Monk Bretton for scrap (10/69)

P.Ireland M.Walker

DONCASTER

Leyland D-D no.191 is now fitted with a chromium radiator similar to the PD1 design - noted CBS 18/10/69 on rte.77

J.H.Turner

LEEDS

New are:

161-80 UNW 161-80H Daimler CRG6LXB 63483-502 Roe H45/33D

These entered service piecemeal during October, all except 168/9/70/5/7 being in service at the time of writing.

The new swifts are mainly used as o.m.o. on routes which were previously double-decker operated.

M.Walker P.Ireland

HUDDERSFIELD

Hanson's Buses were taken over on 1st.October, and these ran for about 3 days with the "Hanson" fleet name and number. The Corporation soon painted out the "Hanson" name and repalced it with "Huddersfield" and the GM's name etc. merely painting out the panel only. The fleet numbers are now white transfers, and '300' removed from the number e.g. Hanson 359 is Huddersfield 59. No Hanson double-deckers were purchased, as the Corporation had kept some of their old d-d's instead of withdrawing them. All vehicles owned by the Corporation, Joint Committee and Hanson's are to be painted in a new livery yet to be decided upon.

With the selling out of the joint committee Yorkshire Traction has taken over some JOC routes - noted are the Huddersfield working on the 68/X68 services to Sheffield, and the JOC share of the Huddersfield-Dewsbury service joint with Yorkshire Woollen.

A.Hinchliffe

WEST YORKSHIRE

New last year was SML1 TWR 895F a Bedford VAM14/ECW B41F

SRG23/34/8 are now B48D

A.J.Hibbert

OLDHAM

246, the last PD1/3 in service has been repainted in the new livery and has had its licence renewed.

ASHTON

5 is now owned by Reeds School of Motoring and is used for driver training

BOURNEMOUTH

The following ex-buses were still in use in August for

removing traction poles:
VH 6217 Guy Arab - tower wagon (ex.Huddersfield)
FRU 224 Guy Arab - crane

BRISTOL

Noted in service in August was C1109 UHU 211H,a B53F bodied RE

HANTS AND DORSET

New are:

3011-4	PLJ 742-5G	Bristol RELL6G	ECW	B45D
610	ORU 579G	Bedford VAL70	Duple	C52F

WILTS AND DORSET

335 is the permanent D.I.V.

(All the above supllied by A.J.Hibbert)

MIDLAND RED

DD11 5271 is now at Stafford and is the first of this clan to be allocated there

D.Tummon

LONDON TRANSPORT

RM737 now advertises Silexine Paints and has received an exterior livery of garish hues of turquoise and green

D.Tummon

WALSALL

Several of the 811-20 batch of PD2/12's have had one or other of the top deck front windows replaced by fixed ones,from opening ones.

NORTHERN GENERAL

RM's 2116/9 are now in the new livery of maroon with cream roof and window surrounds

UNITED

LS 2510 and one other are now all red with cream window surrounds.

(All the above supplied by D.Tummon)

INDEPENDENTS SECTION

by R.Banks,D.Tummon,A.J.Hibbert,J.H.Turner

SCHOFIELD,Ashton

New is PTE 245G which has replaced similar vehicle 2652 HL which is now with Fairbrother,Oldham.The fleet is now:

HCU 956	Bedford VAL14	Duple	C52F	1962
GBU 461D	Bedford VAL14	Duple	C52F	1966
OBU 498F	AEC Reliance	Plaxton	C49F	1968
TBU 30G	AEC Reliance	Plaxton	C49F	1969
PTE 245G	Bedford J2SZ10	Plaxton	C20F	1969

MAYNE,Manchester

XNB 17 is with T.Williams,Mossley.Recently acquired from Hillcrest,Stockport is VXP 687 Bedford SB8/Plaxton C41F

DON EVERALL,Wolverhampton

New is XUK 666H AEC Reliance 12 metre/Plaxton

LANCASHIRE UNITED TRANSPORT

New are 314-7 RTF 847-50G Leyland L2/Plaxton C43F
Withdrawn are 516-21/61/2/82-5/7-9/91

GREATREX,Stafford

Recently acquired is an ex-North Western Burlingham bodied Reliance

WIGMORE,Dinnington New is

EWU 314H Bedford VAL70 468635 Willowbrook B56F New 8/69

SHAMROCK AND RAMBLER New is

FEL 699G Bedford VAL70 Duple C42F

A.J.Hibbert

PREMIER,Stainforth

Now owned are the 3 vehicles which were owned by Victor Gerald (Swan Motors) Aldred,Hatfield Woodhouse

79 WKH 968 Bedford SBG 50194 Duple C41F 1957
80 RHO 900 Bedford SB3 50912 Duple C41F 1957
81 413 BTB Bedford SBG 50599 Duple C41F 1957

JYG 538D,a Bedford J2Z10 with Plaxton C20F bodywork has been withdrawn and sold

Further numberings are:

CUH 101 -- 73 JWX 955D -- 63 I.R.Manning

FOSTER,Dinnington

Recently acquired is WVE 200,A Commer with Plaxton 17-seat coachwork dating from 1961 - acquired through Moseley's. Mr.Foster did not know who the previous owner was.

WEST RIDING (continued)

Guy Wulfrunian 973 is in the Kirkby's sales depot at South Anston being painted for a Cheshire operator who are to buy it from them. I.R.Manning

LONGSTAFF,Mirfield

have BWR 963H a Plaxton Derwent bodied AEC Reliance DP51F

I.R.Manning

DEARNWAYS

No.49,MWV 146,Leyland Tiger Cub/Burlingham was noted on CBS Platform E 13/10/69 J.H.Turner

TROLLEYBUS NEWS

HASTINGS TRAMWAYS

The following are additions to the fleet list:

46-8	DY 5458-60	Guy BT	Ransomes,Sims & Jeffries		B32-
49	DY 5122	Guy BT	"	"	B32-
50-8	DY 5577-85	Guy BT	"	"	B32-

All were new in 1928
of these 46/9/50/8 were in service in 1950

A.J.Hibbert

WALSALL

ex-Hastings 308/9 have had their windows rebuilt with rubber surrounds and now seem to be in all day service.

866 has been rebuilt with a forward entrance,but has not been lengthened and the rear bulkheads still remain but without glass.The central back window is most odd and higher than the other two.

850,the remaining Crossley,is regularly on trainer duties

D.Tummon

CARDIFF

The following trolleybuses were seen working services 10A/10B on Saturday 18.October :-
215,218,227,276,277,278,281,282,285,286,287 (Motor-buses 431,442 and 446 were also noted on 10A/10B)

P.M.Acton

CLEETHORPES

Trolleys 60-2 were registered AFU 153-5.A photo clearly shows the registration as AFU when in service in Nottingham.

A.Hinchliffe

TRAM NEWS

by D.Tummon

EASTBOURNE The tramway is likely to move to Seaton, Devon shortly as there is no long-term security at Eastbourne.The gauge will be 2' 9" instead of 2'.

Ex.M.E.T. tram 94 is taking shape as a clerestory roof single-decker for use at Seaton and will be no.14.

BLACKPOOL Tramnick One and the Blackpool Belle illuminated trams had their lights modified and carried the legend 'Jeax Sans Frontieres' for the final of 'It's a Knockout' on 3/9/69.

CLICH Sheffield 264 has run under its own power. Leeds works car no.2 has arrived.

MODEL BUSES
by A.Hinchliffe

MATCHBOX No.5 London Bus has been discontinued although most shops still have stocks. The 'Dinky' Leyland Atlantean was withdrawn last year and is now extremely hard to come by.

A DAY AT DERBY by Andrew Taylor

On 2nd.September myself and a fellow member went to Derby for the day. We left Sheffield on the 8.25 bus to Chesterfield - this was Chesterfield 231 (231 LRB) a Leyland PD3. At Dronfield I spotted a pink and white Bedford OWB in a field, and was informed it had been there two years. In Chesterfield we saw SJOC 3078 on loan to East Midland (SJOC vehicles work some journeys on E.M. svcs. 9 & 59) and while looking for the Derby stop caught sight of a Rotherham Reliance. We found the stop and when the bus arrived we were pleased to see that it was Trent 406, a Willowbrook bodied exposed radiator Leyland PD2/12. Little happened on the journey - a short stop at Alfreton was made to change crews and we noted a number of new Midland General Bristol Lodekkas with front entrance. At Ripley we saw the old Notts. and Derbys. trolleybus terminus. We arrived at Derby at 11.10 and saw 3 fleetlines in the new livery. I must admit they look really great, at first I thought they would look awful. While still in the Bus Station a sheep that had escaped from the cattle market came bolting in, and after standing bewildered for a while, it shot through a dorrway and disappeared.

We had a nice surprise when Crossley 113 appeared on Driver training duty. We then decided to go to the Trent depot and passed on the way a Bedford SB of Felix Motors, bound for Ilkeston. At the Trent depot there was a single-deck olive green and white AEC at the rear alongside a couple of Fleetlines. After taking a few pictures we returned to the Bus Station, and to the 42 bus stop to catch a vehicle bound for Ascot Drive garage. This was no.208, one of the 1967 Fleetlibes. On the way we passed an early post-war Daimler bound for town. In the depot was a new livery Fleetline stood by the doors, and a line of delicenced Daimlers and Crossley 111. Next to the door was towing lorry no.3 alongside that a wartime Daimler, and no.47 a single-deck Daimler COG5. We think it was of 1941 vintage

and had Willowbrook body.The indicators had been painted out and we were told it was used for different sports clubs.Next to that was a very old horse-drawn tower wagon.Then we examined a line of ancient Daimlers and Crossley 110 which has very sound Brush bodywork .At the top of the depot was tower wagon no.5,the 1938 Daimler COG5.After a quick look out the back we went to look at a line of Fleetlines and other types of Daimlers and then left the depot to have a look at an ex-Trent PD2.This was in two shades of green and was owned by Wallace Motors for training PSV drivers.We then left to get a bus to town,which was no.208 again.

Back in town we didn't fancy waiting for the rush-hour when the Crossleys would be out,and thus headed for the Chesterfield stop,and boarded Trent 406 once more On arrival at Chesterfield we went to have a look at the East Midland depot where we saw the fire damaged Reliance 254.In Stephenson Place we met the Crossley bodied Leyland PS1 canteen and saw also nos.76 and 71 two new Panther Cubs. Paul decided to have a ride on one of these and so we went to Moorside on 71 which has Northern Counties 47-seat bodywork.On returning to Chesterfield we saw Reliance no.51 - the one which went to Dammstadt some time ago,and it still has the Dammstadt crest as well as theChesterfield one.

We then proceeded to the depot where we were told we couldn't go in,so we just hung around the entrance for a bit.Then to the bus stop,and boarded SJOC 1344 to Sheffield.Paul and I were just saying Goodbye when Greyhound 56,an ex-Thames Valley Bristol L5G appeared. We noted the number and then once more said Goodbye.

SHEFFIELD BUSES IN WARTIME - The Unfrozen Double Deckers by K.Beeden

The first article to appear in this series was slightly out of context in so much as the Guy Arabs were really the second series of buses that were produced under a wartime dispensation,for prior to these a number of 1939-40 chassis that had not been completed by the manufacturers were finished and released to the home market - some of which were intended for overseas operators.A proportion of these chassis received bodies to virtually peace-time standards of comfort and finish,whilst the remainder were

bodied with a goodly variety of what could be termed 'semi-austerity' or in some cases 'full-austerity' coachwork that was to become so commonplace mounted to Daimler and Guy chassis during the mid-forties.

Sheffield definitely received 14 of the so-called 'unfrozen' buses, all double-deckers, numbered 461, 465-8, 469-71, 472-3, 474-5 and 476-7. Also it is quite possible that 462-4 should be included in this list, although confirmation would be appreciated if in fact this trio were based on unfrozen chassis units.

The only buses to arrive in 1941 were three AEC Regents 462-4 (GWJ 724-6) which bore bodywork by Sheffield Transport Department, basically similar to the 410-424 series delivered in 1939-40, with one notable exception. The earlier Regents had H29/26R seating to the usual Sheffield specification at the time, but 462-4 were the first in the fleet to incorporate H30/26R seating that was to become standard on all subsequent highbridge types throughout the wartime period by the decree of the Ministry of War Transport. The matter of the seating arrangement and the fact that the registration numbers did not coincide with the fleet numbers would seem to lend support to the theory that they were in fact unfrozen.

When further new vehicles arrived during 1942 there were many pleasant surprises in store for the enthusiast, and in numerical order 461 (HWA 141) was the first to appear, and also the first Daimler to be purchased since 1931 when a solitary CH6 with Hoyal body was taken into stock. 461 however had a COG6 chassis, having a strange looking body by Massey Brs. of Wigan, and although a double aperture destination indicator was provided at the front only, there was no provision for a route number. Shortly afterwards four more AEC Regents 465-8 (HWA 145-8) entered service having very similar Massey bodies and like the 1941 Regents, fluid fly-wheels and preselective gearboxes. The Sheffield bus fleet was certainly becoming very interesting at this stage and the appearance of the 469-71 batch of Regents caused a stir in enthusiast circles by virtue of their crash gearboxes and 'egg' shaped bodywork by Northern Counties, bearing registrations HWA 49-51, to be followed by two more crash box Regents 472-3 (HWA 72-3) equipped with very odd looking bodies featuring a three-piece emergency rear upstairs window, stove pipe rear dome, opening vents to the front upstairs windows, and the angularity of line that was to become so evident later, though in the case of 472-3 the bodybuilder was

something of a rarity in the North of England, being in fact J.C.Beadle of Dartford.

After some two years since new Leyland buses were last taken into stock the next two entrants were like a breath of sunshine on Sheffield's war-scarred streets for it transpired that the Scottish operator Western SMT Co. had ordered a number of highbridge Leyland Titan TD7s together with Leyland H30/26R bodies just before the war but unfortunately for Western the government had other ideas and distributed them piece-meal to other operators, and thus Sheffield were alloted 474-5 (HWA 384-5). When viewed from a distance these two buses could not be mistaken, for the front destination indictaor was a single line with a small number box alongside, surmounted by an illuminated aperture that was intended to display the legend 'estern' and to clinch matters the whole box protruded for some six or seven inches from the front of the body. This feature prompted the nick name 'ugly-mugs' which seemed so appropriate to those who were familier with them. In direct contrast to the normal TD7s 474-5 were fitted with the standard clutch and gearbox, and these, combined with very heavy flywheel on the 8.6 power-unit endowed them with the well known TD7 musical gearbox whine in second and third ratios and the painfully slow upward gear changes. I am quite sure that most of the drivers coming into contact with them wished them in hell or even farther. Two further Titan TD7s 476-7 (HWA 276-7) entered the fleet bodied by yet another firm - Northern Coachbuilders Ltd. and constructed to full austerity standard. Neither exhibited the gearbox characteristics of the earlier two for the gear whine was much more subdued and similar to the TD5 Titan models and in consequqnce not half as exciting as the 'ugly-mugs'.

The seventeen vehicles that made up this very mixed fleet were allocated to two of the three Sheffield bus depots at that time. Bramall Lane received thirteen which were:- 461, 462-4, 465-8, 469-71 and 472-3. Services 8 & 9 often had the Northern Counties and Beadle Regents scurrying round and the Massey Regents were frequently toiling round the 2 & 3 though on occassion they could be seen on a foray to Chapeltown or Barnsley 461 always seemed to be a retiring type for I can only recall seeing this once in service on the 79 to

High Green whereas 462-4 seemed to cover most of the Brammall Lane routes. The Leylands spent their hey-day ay Townhead Street, normally on the Lodge Moor and Crosspool services although they did wander onto Southey Green and East End at times. On 474-5 the destination blinds were severly limited to certain Townhead displays, and I well remember a driver being very releived to discover that 475 did not show ROTHERHAM when it was suggested that he might like to take it from the Pond Street parking ground one Saturday afternoon some years after the war, and he in fact settled for 460 a TD7C!

In the whole batch of these oddly assorted buses the Massey bodies seemed to suffer from an early attack of galloping body-rot so that 461 (which incidentally was destined originally for South Africa) was withdrawn in 1950 and round about the same time 465 and 467 were withdrawn, but 466 and 468 were renovated by Wilkes and Meade of Leeds, thus serving for a few more years, and on eventual withdrawl 468 was converted to a gritter, as also was 462. At some point in its career 471 received fluid transmission in place of its crash box. 472-3 spent their last years in the driver tuition fleet, and 474 also served in this capacity plus a number of years engineless as a therapeutic vehicle for the use of blind persons.

The supply of unfrozen buses plugged the gap between the cessation of pre-war PSV manufacture and the commencement of delivery of the Guys and the later Daimlers which collectively created a very spicy variety of motorbus hardware. If Sheffield had needed single deckers during this period they would possibly have received some of Dennis or Tilling-Stevens manufacture - a most intriguing though!

MOBILE CANTEENS Part 2 by D.C.Tummon

Since writing the first part of this article, it has occurred to me that a full list of STD canteen buses is necessary to prevent the articles being incomplete.

WF 1170	Leyland Lion	Withdrawn	?/56	
VO 7445	Leyland Tiger TS	"	?/55	
LMC 745	AEC Regal I	"	?	
MC62 JWB 416	Leyland PS1	became canteen	?/58	withdrawn 3/68
MC64 KWA 218	Leyland PS1	became canteen	?/58	withdrawn 3/68

The canteens (M62/4) when in service visited the following locations regularly : Commercial Street, Pinfold Street, Pond Street, Fitzalan Square, Bridge Street and Middlewood termius. Each vehicle had a duty board inside and, knowing no more about the duties and allocations, I reproduce this here. It is dated 25th. March 1963, but I believe that it remained current until the vehicles were withdrawn

No.1 Duty Sunday	Mon to Sat.
Day Off	On duty 5.30 a.m. Commercial Street 6.30 - 7.15 Pinfold Street 7.20 to 8.30 Pond Street 8.35 to 10.15 Relief - clean mobile Off duty 1.30
No.2 Duty On duty 6.0 a.m. Fitzalan Square 6.55 - 7.40 Bridge Street 7.45 to 8.30 Fitzalan Square 8.35 -10.20 Pinfold Street 3.35 to 4.30 Off duty 5.0 p.m.	On duty 1.0 p.m. Pond Street 2.30 to 5.15 Pinfold Street 6.30 to 7.30 Bridge Street 7.35 to 9.10 Off duty 9.30 p.m.
No.3 Duty Day Off	On duty 5.0 a.m. Pond Street 6.00 to 6.45 Fitzalan Square 6.50 to 7.30 Return to club for refill Middlewood terminus 8.00-9.00 Pinfold Street 9.20 to 10.15 Relief - clean mobile Off duty 1.30
No.4 duty On duty 12noon Pond Street 2.30 to 5.15 Pinfold Street 6.30 to 7.5 Pond Street 7.10 to 7.55 Bridge Street 8.0 to 8.55 Off duty 9.30 p.m.	On duty 1.0 p.m. Bridge Street 2.30 to 3.20 Pinfold Street 3.25 to 4.15 Middlewood Terminus 4.30-5.0 Pond Street 6.30 to 9.0 Off duty 9.0 p.m.

If anyone understands quite how this duty rota worked I would be interested to hear. One very interesting point is that Middlewood termius was the only stopping point which was not a city centre terminus. I would have thought that this only provided limited scope for sales. When not in use, these canteens were in later years to be found beneath the vehicle entrance to Castle Market. The canteens were eventually repalced by hot drink machines in the case of Bridge Street and Fitzalan

Square at least, and a cafe at Pond Street.

Although mobile canteens are dead in Sheffield, similar vehicles, although better maintained, may still be found in Chesterfield.

If anyone has any further information (or corrections) please send them to the Secretary for publication

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MATCHBOX BUSES Part III D.C.Tummon

Billed as a Thames Estate Car, no.70 is far too reminiscent of a 'minibus' to be excluded. Scale is 1/76 and quite accurate, although turquoise and yellow is not my favourite livery. Production ceased in 1965, and I am still toying with the idea of transplanting a body to a Morris pickup of the same vintage to form a BMC version.

One of the most eye-catching vehicles to appear arrived in 1965, no.68 in the series. This is a Mercedes right-hand drive coach - representing about a 20 foot long model in prototype at a scale of 1/90. The livery is vermillion with white roof, window surrounds and sray mouldings. The white is in plastic and quite effective as is the interior, showing a 2C-seat layout, as far as I can tell - the model is fairly accurate.

Introduced in 1966 was the other Matchbox mistake - no.66 representing an American Greyhound coach. This is to a scale of 1/159, very ugly and has orange windows throughout. I think that the model is a bay too short.

The latest model also arrived in 1966. This is no.74, a Daimler Fleetline to a scale of 1/121. The livery is Sheffield cream with an Esso Advertisement on each side. The front is a very good representation of the Sheffield design of PRV body with Sheffield indicator layout etc. However there are no blue bands and the lower deck windows appear too shallow to me The entrance step is also too high and the stair window is the wrong shape. The rear dome appears to be too square for PRV and engine shrounds are provided - incorrectly for Sheffield. There is no rear Daimler badge and the rear upper deck window has an amazing resemblance to the N.C.M.E. version except for an unfortunate thick pillar in the middle. Apart from this the general impression is very good, enhanced by white moulded-in plastic seating and stairs etc. but the front is a little squat.

This concludes the review of standard series, and the following are still available: No.5 Routemaster, no.66 Greyhound coach, no.68 the mercedes coach and the Daimler Fleetline no.74

N O R T H E R N
TROLLEYBUSES

AN ENTHUSIAST'S VISIT TO TEESIDE RAILLESS TRACTION BOARD

by P.M.Angell

Being on holiday for a week,I decided to take the opportunity of visiting one of the trolleybus systems which,as yet,I had not seen,namely Teeside.So on Thursday 4th.September I set off,with my nephew who first introduced me to this pastime,at about 9.45 a.m. arriving at Middlesborough at approx.11.45.Seeing that Cargo Fleet was well signposted we decided to make straight for the depot,and to purchase a colour film for my camera.Being situated adjacent to the actual trolleybus routes meant that one could observe the majority of trolleybuses in the fleet within a short space of time,in fact within arriving at Cargo Fleet and purchasing a film,a matter of some ten minutes only,a total of thirteen trolleybuses were seen!

One of the first seen was no.6 patiently waiting outside the depot for its first group of trainee drivers being the system's trolleybus exclusively reserved for these drivers,and which we were to see later on in use.It was interesting to note for future visitors that the instructors are very photogenic,being seen to adjust their ties and uniform as I took photograohs of them! - no doubt they are used to being 'celebreties' now that trolleybuses are going from favour.On looking inside the depot three trolleys were seen,nos.3,8 and 12,the latter having repairs carried out to its underside and was jacked up.At first nos.8 and 12 caused some confusion having the registration numbers VRD 183,VRD 192 respectively and with no.8 officially non-existant.However,after checking with an 'AA' registration list these were found to be the ex-Reading nos.183 and 192 resp. In all five ex-Reading Sunbeam/ Burlingham trolleybuses were observed,the other three being no.9 (ex.Reading 184),no.10 (185) and no.11 (186) all in extremely good condition.

We then obtained permission to look around the Bus Park where we were thrilled to see a further six trolleybuses,officially withdrawn and awaiting the scrap man no doubt.Of the six trolleys nos. 11,15,19 were still in their original livery of dark green and

cream,with no.19 still proudly possessing her Teeside Railless Traction Board emblem.This one must have been there some time as it is not in the list published in British Trolleybuses 1967.The other two withdrawn trolleybuses were nos.12 and 13,only recently withdrawn no doubt,and in the colours of Middlesborough Transport.It seems that as they have been withdrawn their places have been taken by the ex-Reading trolleys,for we had the unique sight of two no.11 trolleybuses and two no.12's in the same depot at once.Unfortunately,a search of these withdrawn buses provided no souvenirs having been stripped of bulbs,emblems,and all other items small enough to fit the enthusiasts pockets. At the rear of the bus park we observed,in Middlesborough Corporation colours a Dennis tower wagon GKH 747,apparently looking dejected and unused.However,as we were to see later she was far from dead and was still able to raise herself in an emergency.Before we left the park another interesting bus was observed (if I maybe forgiven for mentioning "buses" and trolleybuses in the same breath) was a Leyland Titan with a Roe body,no.24.This was obviously withdrawn,but was interesting in the fact that it was the only bus seen in Middlesborough still sporting the colours of Teeside Railless Traction Board,quite a find.

On returning to the front of the depot we noticed another tower wagon,registration FET 196,which rang a bell as this was a similar registration to that of the last Rotherham Crossleys.Finally the penny dropped and we realised that it was in fact the ex-Rotherham Bedford wagon,which had no doubt been here since the withdrawl of trolleys in Rotherham in October 1965.Still in its red finish it provided a never to be forgotten photograoh with the Teeside Railless emblem on its side,and a Rotherham registration number at the back. Later on it was seen in service,removing a wire loop from outsid the depot,although the total round trip from the depot,across the road to the trolleybus stop and back to the depot hardly measured thirty yards.Nevertheless it was good to see it back in service,if only for such a brief spell.

We then decided to return to the car,having used all our films,and have some dinner.It was then I found that my film had gone haywire as I calculated having taken over thirty pictures on a twenty exposure film.As miracles do not happen to trolleybus enthusiasts I realised I had ruined the film,and would have to purchase another one.Although at the time this seemed a major disaster,it turned out that 'miracles'

do happen to us,the statement that 'miracles occur in odd ways' proving correct in this case,as will be seen later.Finally,after chasing around Middlesborough we obtained another film.Our journey was not wasted, however,for I took the opportunity of photographing some of the Guy Aran IV still in plentiful existence in the town of which nos.16,93 and 23 were shining if somewhat dirty,examples.The last numbered,no.23 was used solely as a learner vehicle.We then returned to Cargo Fleet where I started once again to photograph the trolleys.Thus finished we said Goodbye to the shed and withdrawn trolleys and made our way back to the car,to return home,or so we thought.As we sat in the car making our preparations for the return journey we remarked to each other that the only thing we had not seen was a dewirement,which would just make our trip complete.As I said previously miracles occur in odd ways,and this one occurred in the form of,yes you have guessed,a dewirement of a most unusual kind.We had seen that a trolleybus had stopped some 200 yards away,and remained stopped for fully five minutes,but didn't think anything unusual was happening.Two trolleybuses passed by this stationary trolley,and we still didn't realise,until suddenly we both spoke almost simultaneously to each other,saying how could they have passed the stationary trolley,unless its overhead equipment was off the wires.At that instant we realised just what had happened,and within seconds we had covered the distance to the trolleybus (good job no policemen were around to witness the episode).On reaching the scene we saw that,in fact,one of the booms on top of the trolley had snapped,or so it seemed,and was hanging down the side of the bus.Two photographs were taken in quick succession;the trolleybus in question being no.9,I think (to excited to note number). As we were about to leave the scene we saw the Dennis tower truck 'racing' out from the depot,some 300 yards away,on its rescue mission.Unfortunately I had just finished my last picture,in fact I had taken my 21st picture on a 20 exposure film,but the sight of the dewired trolleybus with the tower truck parked just in front and the tower ascending,and the sight of an ex-Reading about to 'overtake' (if that is the correct word) them both was too much,and I just had to take a picture.At the time of writing this

sent my films away for developing,so this is the reason for my writing being somewhat sketchy,as I am keeping all my fingers crossed that this final picture comes out alright.

With my film now well and truly complete we set off back for Sheffield,our last view of the Teeside trolleybuses being this 'dewirement',a fitting finale to a most pleasant and enjoyable trip.

Since his writing this article and the publication of this magazine,Peter Angell has been married.On behalf of all our members I would like to wish Peter and his bride very many years of happiness together.

THE TROLLEYBUSES OF WEST HARTLEPOOL

by G.Astin

After the First World War this town's tramway system was in a state of decay,and the Corporation decided to replace it using trolleybuses.Four Railless single-deckers with centre-entrance bodywork were ordered.These were delivered in early 1924,and on 28th.Feb of that year they replaced the trams on the Foggy Furze route,wilst the route was extended by about ½ mile.During Feb.1926 the Park tram route was converted.Three more railless vehicles were purchased.these having rear entrance open-top bodywork for use on the conversion of the Seaton Carew tram route.After some argument between the two councils in question,the Hartlepool route was converted on Feb.23rd.1927.The last conversion was that of the coast route to Seaton Carew on which the open-toppers were often used.During 1927-8 no less than 12 Straker-Clough single-deckers arrived,and these were followed by the purchase of 12 Garrett vehicles.There were now 31 trolleybuses in the fleet.

From then on several extensions to the system were authorised but these never materialised.Also in Oct. 1938 the Foggy Furze route was converted to motor-buses after little over 14 years of operation.However,all was not lost as between 1938 and 1939 no less than 14 Daimler CTM4's with 54 seat rear-entrance Roe double-deck bodies were purchased, whilst,also in 1939,3 Leyland TB7s with single-deck Roe bodies arrived.These 17 new vehicles replaced the original

fleet,and worked the remaining 3 routes.After the war the decision was taken to convert the system using buses.Thus in Oct.1948 the Seaton Carew route saw its last trolleybus.It was nearly five years before the next route was converted this being that to the Park in March 1953.The axe fell when the Hartlepool joint route was converted on April 2nd.1953.For this route several of the double-deckers were jointly owned,although all vehicles were maintained,run,and in the livery of West Hartlepool Corporation.

Notes:-

Livery - Dark red and white

Garage - Just off Cleveland Road on the Hartlepool route

No route numbers were used.

The Routes

CHURCH STREET - PARK After leaving the busy town centre the trolleys went along quiet suburban roads i.e.Victoria and Grange Roads.Frequency - about every 10 minutes.

CHURCH STREET - HARTLEPOOL The route left the centre by way of Clarence Road,past the Football Ground then on by the Gas Works,factories,docks and the depot, under several railway bridgesmfinally finishing up in Hartlepool near the Fish Quay.Frequency - app.6-8 mins.

CENTRE - SEATON CAREW This was the most pleasant route of the system,for it ran along Coronation Drive, parallel to the sea,passing the sands and terminating in the popular suburb of Seaton Carew.Frequency - usually every 10 - 15 minutes,but on Summer Weekends additional vehicles ran to this seaside suburb

CENTRE - FOGGY FURZE For the most part the vehicles ran passed streets of terraced houses,until the former tram terminus was reached,then the trolleybuses continued for another half-mile through the extensive housing estates.Unfortunately the trolleybuses never ran into Owton Moor or Catcote Estates,this distinction being given to the motorbus.Frequency - approx.10 mins.

Conclusion

The trolleybuses were replaced by Roe bodied Daimler double-deck motorbuses.Soon these will be replaced by one-man single-deckers of which there are a large number in the present fleet.

WHEN A TROLLEYBUS DEWIRES

I am grateful to the following notes from Mr.H.Brearley, who has worked with trolleybuses most of his life.

The use of a 'timing device' for a frog is very unlikely,as it would be impracticable unless a signal showed which route it was set for,but then very doubtful.Trolleybooms do not work loose - it is very difficult to remove a boom or a base plate,and in 40 years I have seen only 3 booms pulled out by dewirements.The weather has a great effect on the life of the carbon skids - in good conditions they can last a week, in frosty weather they can go out in 2 hours or less.These are morganite skids,not chilled iron as used in London. 'Flying the flags' is bad maintenance,and would not be tolerated in Bradford,nor would be a driver climbing on top of the bus.(Some firms were no so particular).

I know of one photograph of a dewirement through a pulled out boom - in this case the trolley head jammed in a half-pulled frog,and as the bus tugged forward the trolleyboom came away.This was in Manchester.However a very similar incident in Rotherham I saw near the closure resulted in the trolleyhead being removed from the boom,which stayed with the bus.I am wondering if the dewirement referred to in Mr.Angell's article was a broken or pulled out boom,though in this case it would not be caused by a frog,but,knowing Teeside, probably through excessive speed along this fast,stretch,but very bumpy stretch of road.

D.E.Vickers

Be seeing you,

D.E.Vickers R.Banks M.Q.Craig.

ABOVE : NOTTINGHAM 522 ON THE SOES TOUR OF FOUR TROLLEYBUS SYSTEMS IN JANUARY 1967 (R.N. ASHTON

BELOW : SAN FRANCISCO "TROLLEY CAR" No. 205. ON ROUTE K IN 1952 (P. VANHOOK